

# A New Chief Engineer For the Panama Canal

YOUNGEST ORGANIST AND COMPOSER.

THIS recent rather abrupt retirement of John F. Wallace from his post as chief engineer of the Panama canal and the speedy appointment of John P. Stevens to succeed him have brought about a revival of interest in the most gigantic constructive problem ever undertaken by the American people. When Mr. Wallace entered upon the duties of his position about a year ago it was felt that something toward the realization of the project had been accomplished. His reputation as a man of deeds was well established that public confidence in the feasibility of the undertaking took a mighty leap. French failure to dig the ditch seemed more possible than ever, and the former advocate of the Nicaragua route were silent. The nation was committed to the building of the canal, and it must go on to completion without interruption.

But there has been an interruption, and it has been sufficient to remind the American people that the task which they have accepted so courageously cannot be rushed through to fulfillment as the first great wave of popular enthusiasm. It is unfortunate, perhaps, that just after operations in the canal zone have fairly begun difficulties which call for the strictest exercise of high ability, patience and close watchfulness should crop out. It is equally disquieting that recent visitors to the isthmus have seen the shabby ruins of the French effort and how much more must be done before the parade of ships between the oceans can begin to have come home in the most pessimistic of moods. On the other hand, it seems better that since it was inevitable that some rather appalling drawbacks should interpose they should not be deferred until the shock of their coming would be even more disastrous.

The trouble, whatever it may be, has been sufficient to cause a discussion. The first anniversary of the starting of the work on the isthmus has only just passed, and about all that has been accomplished—all of permanent value, that is to say—seems to have been the excavation of a comparatively small amount of material and the partial organization of a working force. Unexpected and serious obstacles have impeded the work. Situations which could not have been foreseen on paper or accounted for in figured estimates have arisen. Perhaps the most important of these—more serious even than the desertion of the chief engineer—is the dissatisfaction of the American employees and the consequent difficulty of forming an effective working organization from the shifting personnel.

There has been no complaint of overwork. The hours are short and the men are not driven. The wages are high compared with those paid for similar work in the United States. Merely living expenses are less than those at home. It is other factors entered into in the computation the excited American might be satisfied temporarily. Un-

fortunately there are many other things to be considered. Panama is a country without culture or opportunity. It is also a country without comfort, from an American standpoint. It is a national personification of the simple life. Something to eat, a place to sleep and the occasional privilege of quiet must be cleared of the hay stored in it every time it is opened to the public. There is not a public reading room, clubroom or recreation spot in the entire canal zone where men may meet and pass a profitable or pleasant hour. Panama has two private clubs among the local business men, and they

The person who makes up his mind to seek employment in Panama knows from his appointment papers exactly to what he is entitled. He knows the exact amount of his salary, his hours of work, how many weeks of vacation and sick leave he may take during the year and that part of his living ex-

This is the reason why so many men who have gone to Panama have returned to the States on the next steamer or have remained only long enough to get the money to pay their passage home. That something is lacking in the general conditions is shown by the fact that these defections are not con-

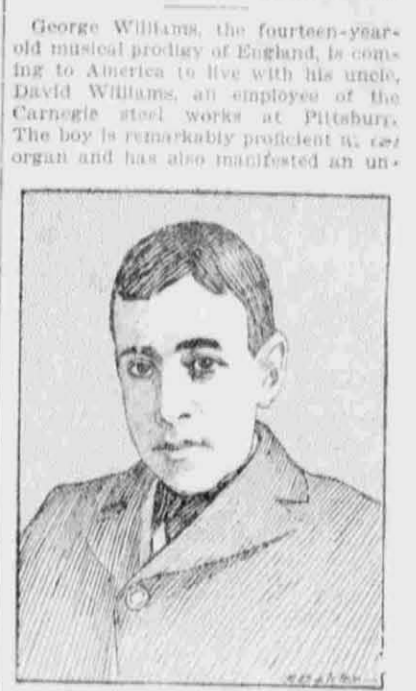
great lack of administration on the isthmus. When he returned he found it necessary to reorganize the entire force at Culebra, filling all of the executive offices with new men. During the short time he remained on the isthmus he found it impossible to bring much order out of the existing chaos and Chief Engineer Stevens will have an opportunity to exercise his talent for administration as soon as he settles down to business.

Eight steam excavating shovels are now working at Culebra and fourteen more have been ordered and will soon be on the ground. It is not believed that more than that number can be worked to advantage in the cut. The canal cannot be finished until Culebra cut is made, and it is estimated that about 100,000,000 cubic yards of rock and earth must be excavated. The work began in December and at the present rate of advance it would take twenty-three years to complete it. It is expected, however, that in time fifty shovels may be put in operation in the cut. With fifty shovels at work it could be finished in ten years.

So impressed have the members of the commission become with the necessity of taking measures to combat the universal nostalgia which prevails among the Americans on the isthmus that they have engaged two recreation experts, W. E. C. Sagers and Edward Moffett, to go to Panama on a mission of cheerfulness. These men, allied with President Theodore P. Shonts of the canal commission and Chief Engineer John P. Stevens, the new appointee. They will dot the canal zone with baseball fields, tennis courts and all the various devices incident to outdoor amusement. It is intended also to build clubhouses provided with every facility for reading and indoor amusement. Better houses and quarters for the men will be erected at once and sanitation will be attended to promptly.

John P. Stevens was born in West Gardiner, Me., in 1832. As a lad he was devoted to the study of mathematics and engineering, and when he was twenty-one he was assistant city engineer of Minneapolis. Shortly afterward he entered the railroad service as an expert engineer and has been connected with the building and development of many western lines. In 1859 he entered the employ of the Great Northern, and in 1865 he became chief engineer of that system. In 1902 he was made general manager and a year later chief engineer and second vice president of the Rock Island. In May of the present year he resigned his railroad position, having been selected by the government to go to the Philippines with Secretary Taft and report upon the feasibility of building a thousand miles of railroad in the archipelago. The Stevenses are residents of Chicago and have three sons—Doland, twenty-one years of age, now railroading in the Indian Territory; John E., Jr., aged seventeen, preparing for college at the Chicago Latin school; and Eugene, a nine-year-old public school boy. JAMES L. TREVATHAN.

George Williams, the fourteen-year-old musical prodigy of England, is coming to America to live with his uncle, David Williams, an employee of the Carnegie steel works at Pittsburgh. The boy is remarkably proficient as an organist and has also manifested an un-



mistakable genius for composition, having produced a very creditable oratorio in three weeks. Aside from his musical talent the English lad shows no precocity. He has rather neglected his general education and his uncle believes that an American school is what he needs. It will be permitted to continue his musical studies while attending public school.

## A RADIUM CLOCK GOOD FOR THIRTY THOUSAND YEARS.

The cut shown herewith is the much discussed radium clock which is expected to run for 30,000 years at least. In the clock is suspended one-twelfth of a gram of radium over a small electroscopie, which consists of two thin strips of silver. Being charged with electricity from the radium, these strips move apart until they touch the sides of the vacuum tube in which they are fixed. They communicate their charge to an aluminum wire, which rings a bell and, being discharged, fall together again to repeat the process indefinitely. This device was invented by a son of Lord Rayleigh, the discoverer of argon and the recent winner of the Nobel prize for physics.



THEODORE P. SHONTS.



JOHN F. STEVENS.

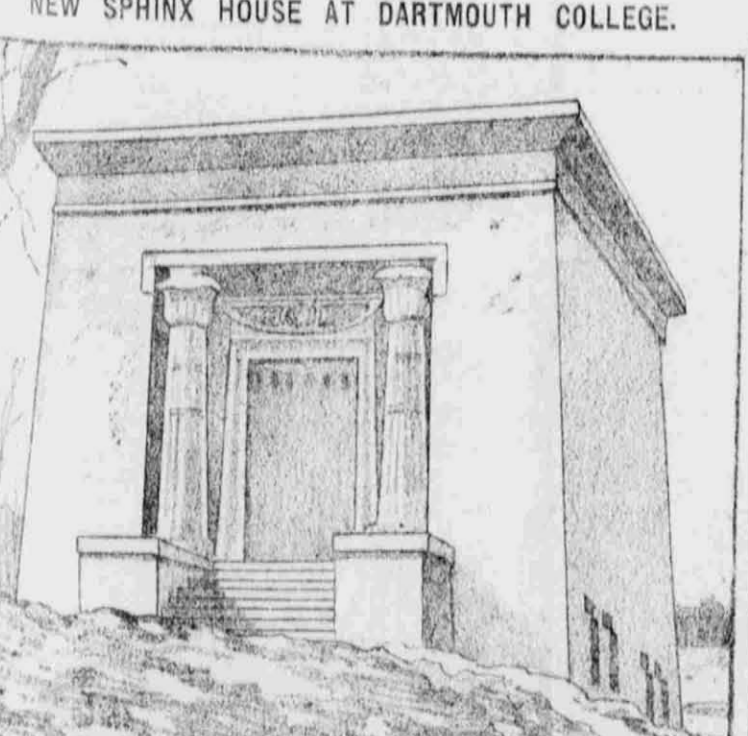
# INTERESTING PICTURES GATHERED FROM FAR AND NEAR

## THE PRESIDENT'S BRONZE INAUGURATION MEDALS.



The medal shown in the picture is a copy in bronze of the gold medals presented to the president and vice president. A number of these medals were presented to the members of the inaugural committee as souvenirs of the induction of President Roosevelt into office last March. The design for the medal was made by Adolph A. Weinman, under the personal direction of Augustus St. Gaudens, the sculptor. It is about three inches in diameter and a little more than an eighth of an inch in thickness. The obverse bears a bust portrait of Roosevelt, President of the United States of America. To the right of the bust appears the legend in slight relief "Aequum Calque." The reverse bears the figure of an eagle and the inscription "Washington, D. C., March IV, MCMIV." Across the middle is the motto "E Pluribus Unum."

## NEW SPHINX HOUSE AT DARTMOUTH COLLEGE.



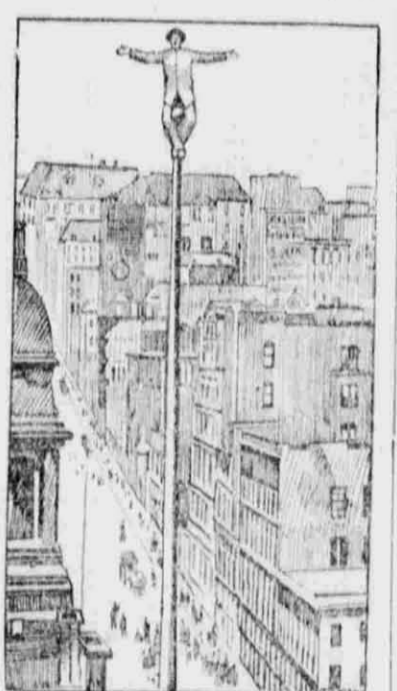
The mausoleum-like structure shown in the cut is the new lodge building of the famous Dartmouth college secret society known as the Sphinx. It is built entirely of cement in the form of a pyramid's base and is erected on solid rock. The building is about seventy-five feet in length and forty feet in width, with a height of thirty feet. At the base the wall is over a yard in thickness. On each side of the entrance is a massive Corinthian column and over the heavy oaken door is an Egyptian scarp with outspread wings. It is of the same mysterious type of architecture that is used in the Skull and Bones building at Yale.

## FROM THE WORLD OF NEWSPAPERDOM.

There are over 18,000 public lamps in Liverpool, the maintenance of which costs \$23,000 a year. The richest, the most populous and the most prosperous part of India is to be found in the basin of the Indus, the Ganges and the lower Brahmaputra. For its size Hongkong has an enormous number of schools. The population of Bengal. Since 1858 these islands have been used as a penal settlement by the Indian government. The British empire is sixteen times larger than all the French dominions and forty times greater than the German empire. Forty-seven million six hundred and seventy-one thousand acres were under cultivation in the United Kingdom last year as compared with 48,048,000 acres in 1830. Last year there were 1,408,000 acres of wheat, a decrease of a million acres as compared with fifteen years ago. The principality of Liechtenstein, situated between Austria and Switzerland, is the only country in Europe without an army. The total length of the railways of the world is stated to be 454,000 miles. Sea turtles are caught in very large numbers on Ascension island. They each weigh between 500 pounds and 800 pounds, and \$12.50 is their average price. With the marriage of the Earl of Suffolk to Miss Daisy Leiter the Americans married to peers number twenty-five. This number includes all the Americans, with one exception, married to peers since 1860, a period of forty-four years. Ten of these ladies have no children at all and six have no son, so that the peerage is not likely to be Americanized yet awhile. In one day the number of paupers relieved in thirty-five selected urban districts in England corresponded to a rate of 228 per 10,000 of the population. If a ton of coal is placed on the ground and left there and another ton is placed under a shed the latter loses about 25 per cent of its heating power, the former about 47 per cent. The trunk road between London and Carlisle, England, is in the hands of no fewer than seventy-two authorities. Out of every thousand children born 889 survive their fifth year in New Zealand, 830 in New South Wales and 814 in Victoria as against 837 in Ireland, 742 in England and Wales, 731 in France, 614 in Austria and 574 in Spain.

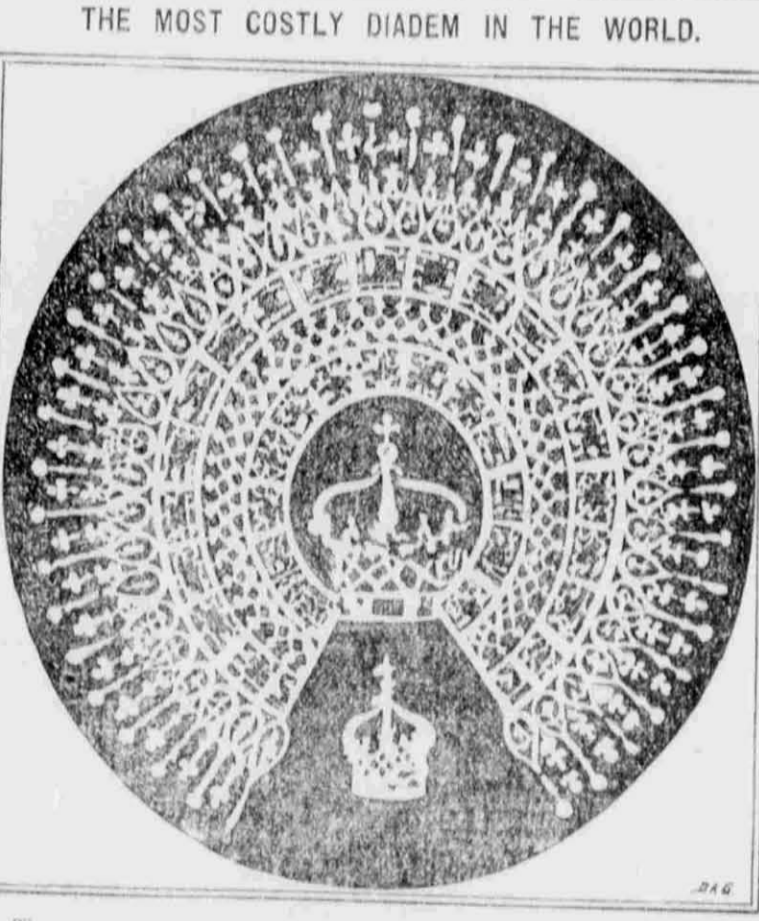
## CALIFORNIA FLAGSTAFF CLIMBER

J. H. Rainey, of San Francisco has gained the reputation of being one of the most intrepid climbers in the world. As seen in the picture he is at the pinnacle of the flagstaff on the new Merchants' Exchange building, which is fourteen stories in height. Rainey is about forty years of age and is a painter by trade. He was a sailor



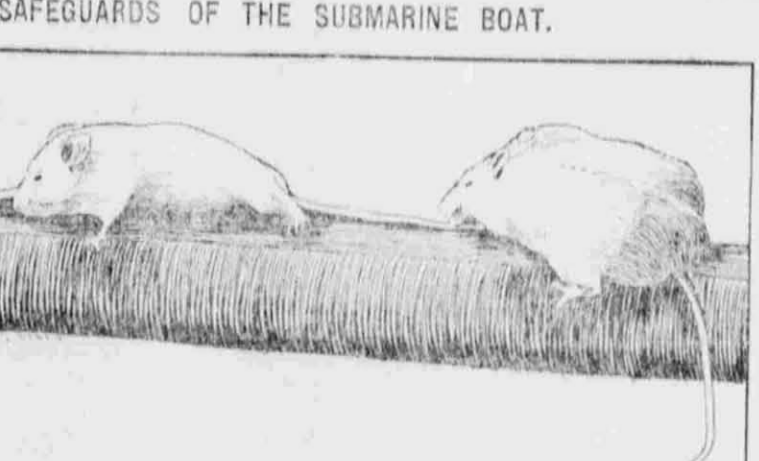
in his early life and acquired his first experience in making perilous ascents at sea. The ex-sailor is in great demand in San Francisco as a painter of flagstaffs and a guide of the bulls and other devices with which they are usually surrounded.

## THE MOST COSTLY DIADEM IN THE WORLD.



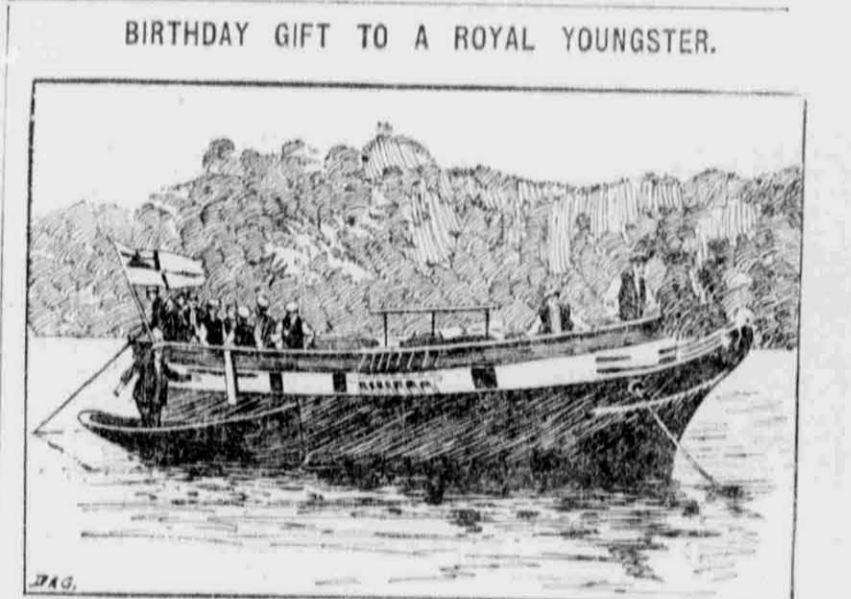
The accompanying cut was made from a photograph of what is probably the most valuable diadem in existence. It is a gift of the women of Spain to the shrine of Our Lady of Pilar, which is situated near Saragossa. The diadem is an imperial crown surrounded by a Gothic wreath. It is of solid gold of unusual fineness and such is the number of jewels that hardly any of the precious metal is visible. There are 6,000 large diamonds and a great number of emeralds, rubies, pearls, sapphires, topazes, opals and turquoise. The aureole consists of about 110 of gold studded with 5,000 diamonds and 1,200 pearls. This unique masterpiece of the Jeweler's art cost \$600,000.

## THE CURIOUS SAFEGUARDS OF THE SUBMARINE BOAT.



Every submarine vessel in the British navy is provided with a cage of white mice. These tiny rodents are rated on the ship's books like ordinary seamen, and the government allows them a shilling a week for food. Their will make them uncomfortable, and they will begin to squeak. As it is absolutely necessary that there should be no escape of the deadly gas, the most delicate test of its presence has been employed. Numerous experiments have proved that these mice furnish the most reliable indication of impending danger.

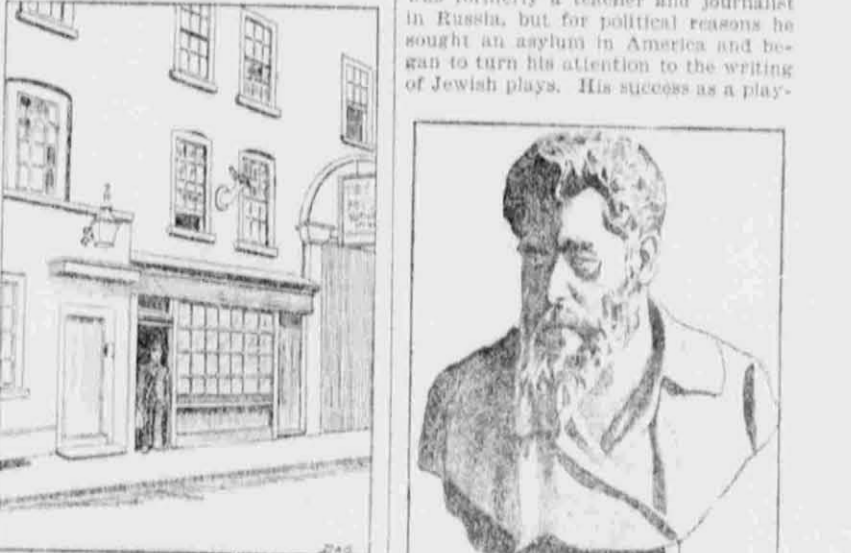
## BIRTHDAY GIFT TO A ROYAL YOUNGSTER.



The trim looking craft herewith pictured is a little brig which was presented to Prince Edward of Wales, eldest son of the Prince of Wales, on his tenth birthday. The gift came from the boy's grandfather, the king of England. The little vessel is complete in all its details, is forty-eight feet in length and has a beam of thirteen feet. A picked crew of four trusty sailors will be on board, and the prince will be given elementary lessons in seamanship. If he lives long enough Prince Edward will sometime be king of England, but in the meantime it is the intention of his friends to make a sailor of him.

## INTERESTING LANDMARK TO BE DEMOLISHED.

The old Dickens landmark shown in the cut is soon to be torn down to give place to the demands of modern improvement. It is in Manette street, Soho, London, and was originally a gold



beater's shop. Its sign is a golden arm clutching a hammer. In "The Tale of Two Cities" Dickens tells of the sign and relates how passersby used to stand with their noses pressed against the window panes and watch the gold beater at their work. Even in Dickens' time it was the only shop of the kind in London in which the work was done publicly.

## BUST OF A NOTED YIDDISH PLAYWRIGHT.

Jehuda Palensky, the noted Jewish sculptor, who is now in America, has completed recently a bust of the Yiddish playwright Jacob Gordin, which has attracted much attention. Gordin was formerly a teacher and journalist in Russia, but for political reasons he sought an asylum in America and began to turn his attention to the writing of Jewish plays. His success as a play-



wright was phenomenal, and his efforts are highly appreciated by the literary element of his race. One of them, "The Kreutzer Sonata," has been seen in the American stage. Although Mr. Palensky is especially interested in Jewish subjects, he does much other work.